

David Gibson
Team Leader – Social Infrastructure Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attention: Teresa Gizzi

Dear Mr. Gibson,

**Nepean Hospital and Integrated Ambulatory Services Redevelopment (Stage 1)
35-65 Derby Street, Kingswood (SSD 8766)
Notice of Exhibition**

Thank you for your letter dated 10 September 2018 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD) application.

The exhibited Environmental Impact Statement and supporting documentation provided with the subject application has been reviewed. TfNSW would have no objections to the proposed development.

To assist the Department of Planning & Environment (DP&E) in preparing the assessment and the Applicant in planning and design of the development, comments have been provided in **TAB A** as attached.

If you require any further information regarding this matter, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



09/10/2018

Billy Yung
**A/Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

CD18/08235

TAB A – Comments on SSD 8766

The following comments are provided on the subject State Significant Development application. The comments provided below refer to the following documents within the EIS:

- Cattell Cooper (2018) *Health Infrastructure, Nepean Hospital and Integrated Ambulatory Services Redevelopment SSDA: Transport Report*, Sydney
- Parking & Traffic Consultants (2018) *Traffic impact assessment, Nepean Hospital and Integrated Ambulatory Services Redevelopment SSDA*, Sydney
- Parking & Traffic Consultants (2018) *Green travel plan, Integrated Nepean Hospital and Community Based Services (Penrith)*, Sydney

Bicycle parking and end-of-trip facilities

Comment

The assessment of cycling infrastructure indicates that “the only designated bicycle route known of within the immediate vicinity of the hospital is the recently upgraded shared pedestrian and bicycle path along (for the section opposite PHC [Penrith Health Campus]) the northern side of the Great Western Highway” (Cattell Cooper 2018 p.62).

It is recognised that addressing the lack of dedicated bicycle routes would be outside the scope of this proposal. Nonetheless, the proposed development could contribute to encouraging cycling to work through the implementation of secure bicycle parking and end-of-trip facilities. There is no indication within the application for the provision of bicycle parking and the transport assessment states that “secure and/or weather-protected bicycle parking facilities are not visibly available within PHC, although there appear to be available informal parking opportunities” (Cattell Cooper 2018 p.63), inferring an existing lack of formal bicycle parking infrastructure.

Recommendation

The proposal should include provisions for secure bicycle parking and end-of-trip facilities to encourage the uptake of cycling to work (for staff).

Travel demand management: Green Travel Plan

Comment

The transport task to efficiently and sustainably move staff, patients and visitors to/from the site will require collaboration between hospital management, Councils and NSW government agencies. The Green Travel Plan (GTP) should be developed in close collaboration with all known existing and proposed occupants/users with all stakeholders given the opportunity to provide input to the development of objectives, goals, targets, measures, strategies and initiatives within the GTP.

Recommendation

A Travel Plan Working Group and nominated Travel Plan Coordinator should be established at this stage of the proposal. This Group/individual(s) will be a crucial component in the ongoing development and management of the GTP.

The GTP, which could be further developed post approval, should include the following:

- a detailed audit of active and public transport infrastructure, and parking provision
- an Action Plan, informed by existing travel patterns, which clearly highlights the timeline for implementation of initiatives and responsible persons/agencies

- actions for ongoing communications with Council and NSW Government agencies is recommended throughout the development, implementation and maintenance of the GTP
- a comparison of modal shift targets achieved at similar developments elsewhere

Hospital shuttle bus operations

Comment

The transport assessment identifies a number of issues impacting the usability of the hospital shuttle service, including inconvenient access from the Derby Street bus stops as the service cannot use external roads (Cattell Cooper 2018 p.70). A potential solution exists whereby the service could utilise space within the existing carpark adjacent Derby Street as a pick-up/drop-off point with improved access to the bus stops. It is anticipated that improvements in accessibility of the shuttle bus to the bus stop would increase the attractiveness of using regular bus services to access the hospital.

Recommendation

The campus should consider the above measures to potentially increase the attractiveness of regular bus services as a transport choice.

Bus services

Comment

It is anticipated that current bus service levels will accommodate the future increased staff, patient and visitor numbers. Frequent services to/from the hospital operate at 5 trips/hr during the off-peak and 6 trips/hr during the peak with connections to Mount Druitt and Penrith, respectively.

TfNSW will continue to monitor services and travel patterns and subject to demand and funding will investigate enhancements to services in the area.

Recommendation

That DP&E and the applicant note the above.

Construction traffic management

Comment

The construction methodology for the proposed development should ensure that construction impacts are mitigated and do not impinge on pedestrians, cyclists and the operations of the bus network.

Recommendation

The Construction Traffic Management Plan, which would be prepared prior to construction, should ensure construction vehicles and construction activities minimises and mitigates impacts on pedestrians, cyclists and the operation of the bus network.